

M. F. TAYLOR,
Stevedore.

Lighters and Steam Launches
Supplied.

ILOILO, PHILIPPINE ISLANDS.

The Lióngkong Telegraph

報新 ESTABLISHED 1881. 電港

NEW SERIES No. 3078. 日九月五八年八十二號

FRIDAY, JULY 4, 1902.

五界報

英連四月七日

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,710,070

Head Office—YOKOHAMA.

Branches and Agencies,
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

London Bankers:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG BRANCH.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

6 " 4 "
3 " 3 "
TARO HODSUMI,
Manager.

Hongkong, 27th March, 1902. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$4,350,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
Hon R. SHEWAN, Chairman.
A. HAUTP, Deputy Chairman.
Hon C. W. Dickson, H. Schubart, Esq.
E. Goetz, Esq. N. A. Siebs, Esq.
G. H. Medhurst, Esq. H. W. Slade, Esq.
D. M. Moses, Esq. H. E. Tomkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER :
Hongkong—J. R. M. SMITH.
MANAGER :
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 5 per cent. per annum.
For 6 months, 5 per cent. per annum.
For 12 months, 5 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 14th June, 1902. [11]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [12]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | Julius Focke, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months, Fixed 5%
Hongkong, 3rd May, 1902. [13]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow
Tientsin Tsingtao (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,
UNION BANK OF LONDON, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. SCHOTTLAENDER,
Manager.
Hongkong, 15th April, 1902. [14]

Interest for 12 months, Fixed 5%
Hongkong, 3rd May, 1902. [15]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-

HOLDERS £800,000

RESERVE FUND £650,000

INTEREST ALLOWED ON CURRENT

ACCOUNT AT THE RATE OF 2 PER CENT. PER

ANNUM ON THE DAILY BALANCES.

On Fixed Deposits for 12 months ... 4 per cent.

" " " " 3½ "

" " " " 3½ "

T. P. COCHRANE,
Acting Manager.
Hongkong, 2nd June, 1902. [16]

Interest for 12 months, Fixed 5%
Hongkong, 3rd May, 1902. [17]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-

HOLDERS £800,000

RESERVE FUND £650,000

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ANNUM ON THE DAILY BALANCES.

On Fixed Deposits for 12 months ... 4 per cent.

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" " " " 3½ "

T. P. COCHRANE,
Acting Manager.
Hongkong, 2nd June, 1902. [18]

Interest for 12 months, Fixed 5%
Hongkong, 3rd May, 1902. [19]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(10)

FOR STEAMERS CAPTAINS TO SAIL & REMARKS

LONDON, &c. Parramatta F. J. Fox Noon, 5th July ... Freight or Passage.

LONDON Shanghai E. Spicer, R.N.R. Noon, 11th July ... Freight or Passage.

YOKOHAMA Bangkok E. P. Martin, R.N.R. About 12th July ... Freight only.

(See Special Advertisement.)

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 2nd July, 1902.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIMORE PORTS

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS SAILING DATES.

PRINZ HEINRICH THURSDAY, 10th July.

SACHSEN THURSDAY, 24th July.

KIAUTSCHOU THURSDAY, 7th August.

BAVARIA THURSDAY, 21st August.

KONIG ALBERT THURSDAY, 4th September.

PRINZESS IRÈNE THURSDAY, 18th September.

DARMSTADT WEDNESDAY, 1st October.

PREUSSEN WEDNESDAY, 15th October.

HAMBURG WEDNESDAY, 29th October.

KARLSRUHE WEDNESDAY, 12th November.

* Steamers of the Hamburg-Amerika Line.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 27th June, 1902.

Intimations.

LANE, CRAWFORD & CO.

HAVE JUST RECEIVED A CONSIGNMENT OF

American Refrigerators.

THE "NIAGARA," THE "ERIE"

DRY AIR REFRIGERATORS.

ICE CHESTS. ICE SHAVES. ICE PICKS.

THE CELEBRATED

"GEM" ICE CREAM FREEZERS.

THIN TROPICAL BLANKETS,

AND OTHER SEASONABLE GOODS.

LANE, CRAWFORD & Co.

Hongkong, 16th June, 1902.

COIR ROPES AND HAWSERS

of best quality, in all sizes, always in Stock at moderate prices.

Apply to DODWELL & CO., LIMITED.

Hongkong, 5th March, 1902.

[732c]

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR

Indigestion, Dyspepsia, Flatulency and

Acidity of the Stomach.

VICTORIA DISPENSARY

Late Dakin, Orrick & Co., Ltd.

Telephone No. 75.

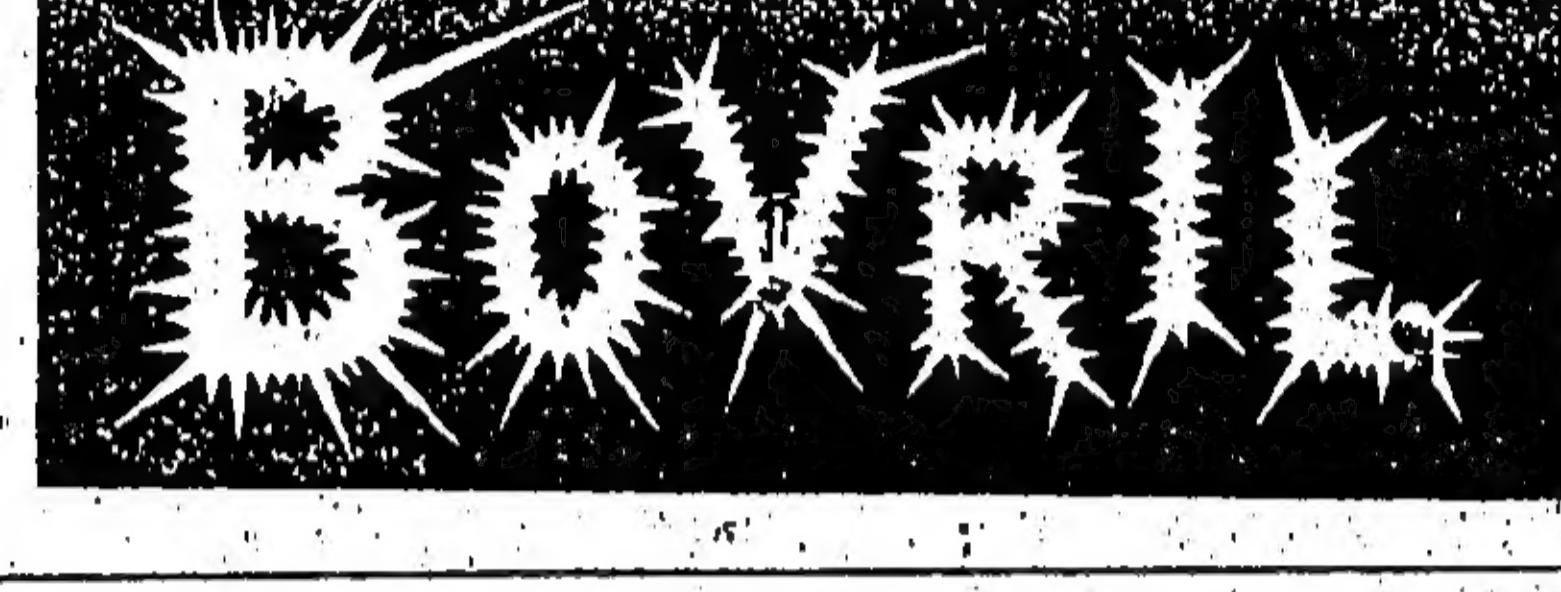
[368d]

Intimations.

BOVRIL DEFIES DISEASE.

The fact that over 500 British hospitals and kindred public institutions use and prescribe Bovril is sufficient in itself to prove that it fortifies the system against disease. As rats infest a dirty, unhealthy tenement, so disease will instal itself in a deranged system and take a hold. Bovril shakes the grip when disease is there by making clean, healthy blood; the attack weakens, the microbes die, and Bovril is triumphant. But do not use Bovril only to expel; rather prepare your system against the attack of disease by using it to invigorate, and create clean and wholesome blood and organs. The result will please you.

BOVRIL is an energising and sustaining beverage, which by its merits has become a household word from one end of the world to the other. Just as the electric light has surpassed the rushlight of our grandmothers, so Bovril has surpassed the meat extracts and beers of a quarter of a century ago. It is the culmination of scientific achievement in the production of a strengthening, nourishing and vitalising food beverage. In health, Bovril is a shield against the effects of a muggy, humid climate; in weakness, a substitute for regular meals; and in sickness, the right hand of the doctor and nurse in their efforts to provide the patient with true nourishing food, readily taken, palatable, and digestible.

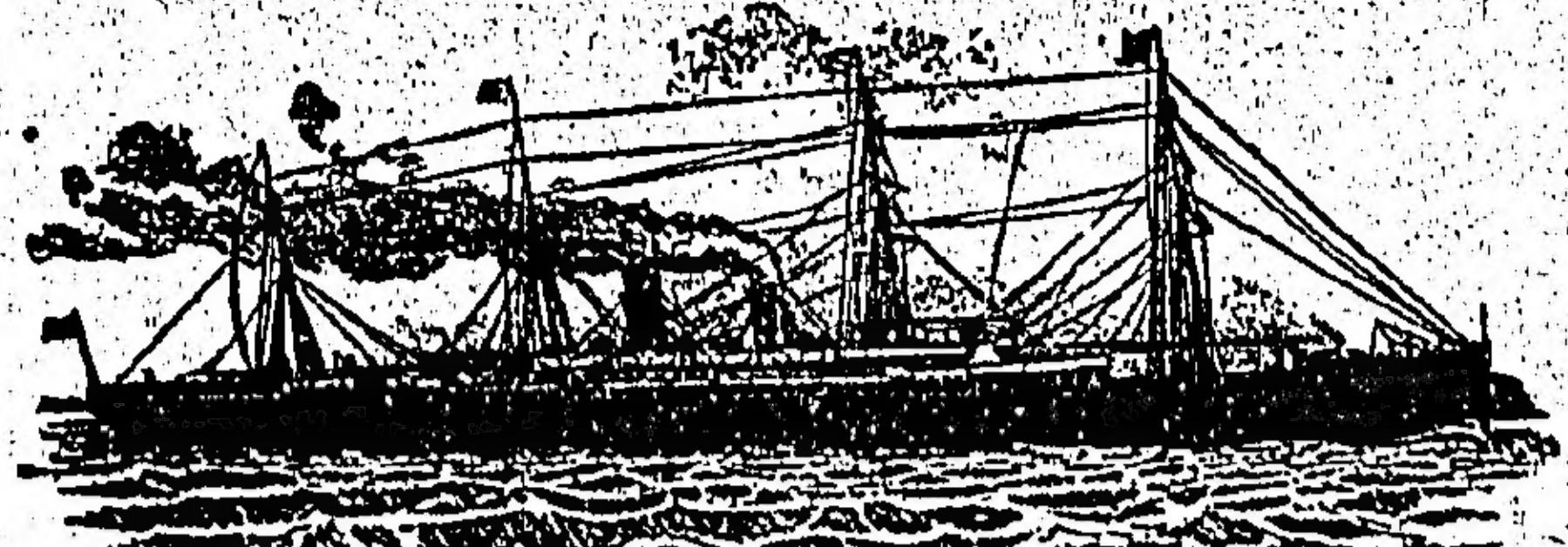


UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS CO., LTD., LONDON. CONTRACTORS TO H.M. GOVERNMENT. MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU"	SATURDAY, 12th July, at Noon.
"CITY OF PEKING"	SATURDAY, 19th July, at Noon.
"GAELIC"	TUESDAY, 29th July, at Noon.
"HONGKONG MARU"	TUESDAY, 5th August, at Noon.
"CHINA"	THURSDAY, 14th August, at Noon.
"DORIG"	FRIDAY, 22nd August, at Noon.

THE T. K. K. Company's Steamship "AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia; and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Island Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

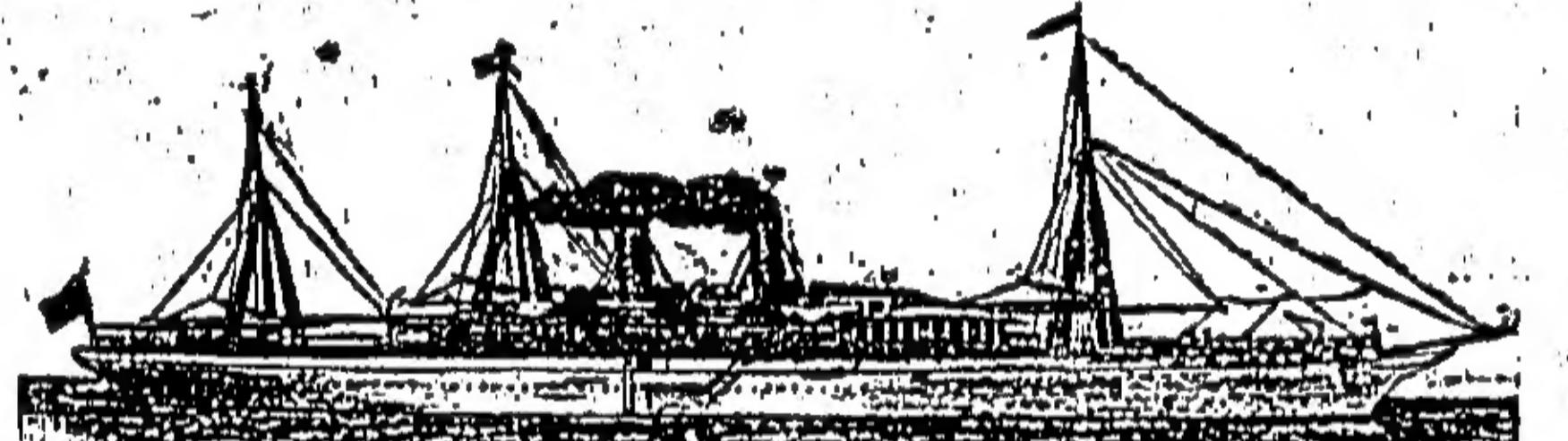
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent

Hongkong, 3rd July, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



1902

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 16th July.
" ATHENIAN"	Comdr. H. Mowatt	SATURDAY, 26th July.
" EMPRESS OF CHINA"	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 6th Aug.
" EMPRESS OF INDIA"	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 27th Aug.
" TARTAR"	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 10th Sept.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS, OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to:

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 26th June, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIASTISCHER FRAUDTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIQUE PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	FREIGHT.
SAMBIA	HAVRE, BREMEN, and HAMBURG (Calling at SINGAPORE and PENANG).	15th July.	FREIGHT.
Schmidt	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).	30th July.	FREIGHT and Passengers.
SILESIA	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).	14th Aug.	FREIGHT.
Balle	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).	26th Aug.	FREIGHT and Passengers.
C. FERD. LAEBISZ	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG).	10th Sept.	FREIGHT and Passengers.
Fuchs	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).		
WURZBURG	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).		
von Blunz	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).		
KONIGSBERG	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG).		
Mayer	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG).		

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 30th June, 1902.

Intimations.



SOLE AGENTS:

RITCHIE & Co., Des Voeux Road:

Hongkong, 24th June, 1902.

NEW VICTORIA HOTEL.

ROTISSERIE,
Meats a la Carte.

HOPS, STEAKS, etc., etc., at any time,

between 7.30 a.m. and 11 p.m.

Monthly Tiffin at Moderate Rates.

Madar & Farmer,
Proprietors.

Hongkong, 2nd September, 1902.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO,

LONDON AND STRAITS.

THE Steamship

"GLENROY."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 30th June, 1902.

NOTICE TO CONSIGNEES.

"GLENROY."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

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All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 2nd July, 1902.

NOTICE TO CONSIGNEES.

"MOGUL" LINE OF STEAMERS.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 20th June, 1902.

NOTICE TO CONSIGNEES.

"J. EYES FLUID."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, and/or Company's Lighters, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo—

From London, &c., ex S.S. Victoria and Oriental.

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,
Superintendent.

Hongkong

DISARMAMENT AT WEIHAIWEI.

(Continued from yesterday.)

If a new Hongkong is to be created, there ought to be something that it can feed with trade, as Hongkong is a feeder for places uncounted and easy of access. The native population can scrub along as it has always done. In this vicinity it is not to be reckoned as a trade factor, for although the Chinese compute thirty thousand as the population of the native city, it buys and sells less than a white village of many hundred. Back over the hills there are people enough, but the only way to reach them is by climbing for fifty miles, through dust in summer and mud in winter. The local civilian white population formerly never exceeded twenty persons, are here to sell rather than to buy, and with the substitution of civil for military and naval authority there will not ordinarily be more than about one hundred white men in the town. It does not appear that the Germans have any present intention of coming anywhere near Weihaiwei with a railroad, and they alone undoubtedly right to lay rails in the province. It may be doubted if even the Chinese may initiate railway or other improvement in the province without German sanction. By

THE KIAOCHOW CONVENTION, which defined German railway and mining concessions, four years ago, it was expressly provided that Germany should have first call in any and every provincial enterprise. One paragraph of the Convention stipulated that should the Chinese at any time form schemes for the development of Shantung, for the execution of which it may be necessary to obtain foreign capital, the Chinese government or whatever Chinese might be interested should, in the first instance, apply to German capitalists. The Convention also stipulated that application should be made to German manufacturers for the necessary machinery and materials, before approaching manufacturers of any other government. Should German capitalists or manufacturers decline to take up the business, and only in that event, the Chinese were to be at liberty to obtain money and machinery or materials from sources of other nationality than German.

Nor did the Germans confine themselves in their Shantung undertakings to engagements with China. They thought it prudent to get an expression from England, and succeeded to the extent of an assurance from Lord Salisbury that his government recognized and would respect the convention. In military times this was commonly construed to mean that had England no thought of railway construction in the province, an assumption quite reasonable in view of the intention then supposed to be entertained of using this port merely as a

ABANDONED BY THE ENGLISH and passed over to the Germans, who might then have Shantung all to themselves. In return the Germans would obligingly get out of the Yangtze, and leave that rich stream and its tributary lands to English trade. That forecast sounded tolerably plausible when first uttered, two or three years ago, and the present shift in the status of this port might be related to it had foreign advance in China proceeded in the last two years at the pace of the preceding thirty years. By the giant strides the trade is now making, Germany has become so well entrenched in the Yangtze that it would get much the worse of the bargain if it were to quit middle China in exchange for Weihaiwei. Besides, it is not at all clear how England would be benefited if the Germans quit the Yangtze, unless they took along the Japanese, who are invading that region with all the energy and enthusiasm of a people determined to outforeign the foreigners in commercial push; and also took along the Americans, who are feeling their way there as well as in other parts of China heretofore untried.

A MILITARY AND NAVAL STATION, and never attempting to do general business here. Whether the assurance definitely committed England or not to non-interference with German railway monopoly, seems now to be doubtful, and with a view of testing the question, application has been forwarded to London for authority to proceed with negotiations for the right of way to various inland points. If favourable action may be had, the matter will naturally go to Peking and there be considered diplomatically. No one supposes that England will seek occasion to offend Germany in this province. As the one territory of direct German authority in China, Shantung will hardly become the scene of acute differences unless some government may wish to upset the Convention of 1898. German disclaimer of intention to close the province against mining concessions to other than German subjects, to the clause of the Convention summarized above, would seem to bar out complaint on any state of facts yet established, whatever else may be thought of it.

Another clause in the Convention may be read with possible profit by those who wish additional aid in constructing the diplomatic disclaimer. I provided that the Chinese government shall allow German subjects to hold and develop mining property for ten miles on each side of the two lines of German railways, and along the entire length of the lines. Places where mining operations may be undertaken are designated, along both lines. The article provides that

CHINESE CAPITAL MAY BE INVESTED in the operations, and that arrangements for the work shall be made by a joint conference of Chinese and German representatives. All German subjects engaged in such work shall be properly protected and welcomed by Chinese authorities, and profits shall be fairly divided between Chinese and German shareholders, according to their respective interests. If these terms are monopolistic, they will probably be commonly read as devised to close the door in Shantung against European mining investments and yet as justifying the German government in declaring the door not closed. The fact, as might be expected, is that German capital is in the railway alone, and no evidence has appeared that other capital will be invited or welcomed in the mines. Railway construction has now proceeded something more than one hundred miles, and the Germans are running trials inland for sixty miles or so. They expect to reach some promising coal mines in the summer, and will establish a train service to them as soon as conditions warrant it. Meanwhile, they will proceed across the province, passing far south of this point. Construction has not been hurried at any time. At the present rate, indeed, seven years will have been occupied in building about three hundred miles of line. Possibly

CAPITAL HAS NOT BEEN SPECIALLY RADED. in the enterprise, in spite of the good things said and written about the country. If that is the case, inducements would require to be

GIRALUT for TABLE DELICACIES by every Mail.

uncommonly attractive to draw a branch line to this port through a hill region of barren surface and to which prospectors have never turned their attention. On the other hand, since one avowed purpose of the trans-provincial road is to connect the sea at Kinchoow, or at Tsingtao, with the Imperial railways extending south from Peking, the connection to be made at the Shantung border, a connection within the province might be conceivable; if it did not conflict with German interests.

It may be easier than now to figure out this prospect when the London purpose in the conversion of Wei-hai-wei shall become so clear as not to permit variation of opinion regarding it. If German ambition may be gauged by the commercial strides which Germans have made in recent years all over the East, it is not likely to be satisfied if the sea terminus of its rail shall be merely a military and naval station, a dumping place for mining ore or even if it shall combine both of these functions. While German merchants and shipping lines have found it exceedingly profitable to do business at English ports, they probably feel

IMPORTANT ENOUGH TO WANT A

HONGKONG of their own. There is no place where conditions so favour that effort as in this province and a proposition that they help the English to establish a commercial port which would aspire to capture the business of the North, converting thereby their own terminus into a coal yard, or a quartermaster's depot, looks just now full of holes. From all reports, it will be safe for the German Minister at Peking, or the government at Berlin, to declare that Germany has no intention of shutting out other foreign railway enterprise in Shantung, for unhappy that test in behalf of which application has gone forward to London, is believed to have substantial design behind it. Assurance that no political obstacle would be thrown in the way of a road, would probably do little more at present than give a promoter a lead in a chase for capital. He might yet be very far from inducing money to build from an undeveloped harbour, through fifty miles of mountainous nowhere, on the chance of finding a strong foreign rival at the inland end, and with the odds heavy that further indefinite construction, at an outlay not to be estimated, would be required to make the original investment productive.

Before German commercial progress became as confident as now, and before German ships and merchants were getting a large share of the business at all the foreign ports in China, prophets declared that some day, in the not distant future, this port would be

ABANDONED BY THE ENGLISH and passed over to the Germans, who might then have Shantung all to themselves. In return the Germans would obligingly get out of the Yangtze, and leave that rich stream and its tributary lands to English trade. That forecast sounded tolerably plausible when first uttered, two or three years ago, and the present shift in the status of this port might be related to it had foreign advance in China proceeded in the last two years at the pace of the preceding thirty years. By the giant strides the trade is now making, Germany has become so well entrenched in the Yangtze that it would get much the worse of the bargain if it were to quit middle China in exchange for Weihaiwei. Besides, it is not at all clear how England would be benefited if the Germans quit the Yangtze, unless they took along the Japanese, who are invading that region with all the energy and enthusiasm of a people determined to outforeign the foreigners in commercial push; and also took along the Americans, who are feeling their way there as well as in other parts of China heretofore untried.

Except on the ground, it does not much matter what destiny may be planned for this port, if it is to be of no further use as

A POLITICAL WATCH-TOWER.

For that use it seemed well fitted. The tradesmen here wonder why treasure was poured into the fort if they were not to be mounted, but it may be doubted if that question would bother them if an answer to it would remove their misgivings that the withdrawal of the military and naval forces may knock them out of business. There is clearly a boom in commercial ports in China. The leadership of Hongkong as southern distributor, the rapid growth of Shanghai, and the crying need of housing for the bulky cargoes that reach Tientsin, find counterpart in preparations to make Tsingtao a great commercial depot, in the improvement of Chinwangtang, the one northern Chinese port that has been kept open through cold weather, and in the Russian haste to build a model commercial city at Dalny. If there is room for these new places, ill-favoured Wei-hai-wei may also crowd into the omnibus.

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THERAPION No. 2, for impurity of the blood, scurvy, pinacles, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

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THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/- and 4/-, in ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [144]

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Lungshan, British steamer, 1,425, Lassius, - Hongkong, Canton, and Macao Steamboat Co.

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Powen, British steamer, 1,873, Morrison, - Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2,252, C. V. Lloyd, - Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain - Chi Wo & Co.

Tai-on, British steamer, 728, J. Lawrence, - Tai On Steamship Co.

Pat Kong, British steamer, Walker, - Kwong Wan S.S. Co.

Kong Nom, British steamer, T. Austin, R.N.R., - Chinese owned.

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THE SECOND VOLUME of BOX'S EXCHANGE TABLES, with Rates in 1/16ths from 1/10, 1/16 down to 1/84, is now on Sale at THE HONGKONG TELEGRAPH OFFICE. These Tables, which run in columns of 100, from £999 down to £1, and from 19/11 down to 1/- and from 59/9 down to 1 cent, enable the user to arrive at the value in Dollars or Pence of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds; or to get the value in Sterling of any Sum of Dollars and Cents under \$1,000 by adding the equivalent of the Cents to that of the Dollars. By these simple means of computation a very considerable saving of time and trouble, besides securing a ready, means of proving accuracy is secured, as is illustrated in the following examples. To reduce £89,17,11 into Dollars at Exchange 1/10, 1/16,

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A PERFECT DISINFECTING FLUID
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More powerful than pure
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PORTLAND CEMENT.

\$5.50 per cask of 375 lbs. Net ex Factory.
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SHEWAN, TOME'S & CO.,
General Managers.

Hongkong, 15th March, 1902.

[10]

ST. JOSEPH'S COLLEGE,
HONGKONG.

O WING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional story, with two wings. The estimated cost will amount to over \$15,000. To cover these expensive "Appeal to the liberality of all friends of Education." The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

THE CHRISTIAN BROTHERS,
Hongkong, 22nd November, 1901.

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[10]

MARRIAGE
At Manila, P. I., on June 26th, Captain Louis E. GARRARD, Jr., of Georgia, U.S.A., to GRACE BELLE, eldest daughter of U.S. Consul General O. F. Williams, of Singapore, Residence Rochester, N.Y., U.S.A.

DEATHS

On the 26th of June, at the General Hospital, Shanghai, of cholera, MARCUS BRITAN, aged 42 years, chief officer a.s.s. *Wuhu*, a native of Portrush Co., Antrim, Ireland.

At the General Hospital, Shanghai, on the 29th of June, at 8.15 a.m., WILLIAM TURNER, in his 39th year. Deeply regretted.

TIME-EXPIRED SOLDIERS.—Mr. Brodick has stated that it is impossible and inexpedient to give accurate figures of time-expired men in South Africa and India and elsewhere. Measures were being taken to retain men with the colours in India.

SMUGGLING PERCUSSION CAPS.—The Birmingham Safe Company has been fined one hundred pounds for attempting to smuggle percussive caps to Persia concealed between the lining of a safe. In defence they stated that the caps had been enclosed by employees without the knowledge of the directors.

THE FIRE BRIGADE.—As a result of the appeals made by the members of the local Fire Brigade for an increase of pay, the Government have finally decided to offer them in addition to the ordinary pay of \$9 per month as firemen, an extra dollar for every fire they attend. The members of the Brigade are not greatly in favour of this incase.

GERMAN WAR UNIFORM.—The Kaiser has decided that the German war uniforms shall be grey.

LIBEL ACTION.—M. Le Mesurier has obtained £1,500 damages against the *Ceylon Independent* for libel.

THE CHUSAN encountered bad weather on her last voyage down to Singapore, and was delayed in her arrival.

A NEW MEDAL.—The King has approved of striking a new silver medal for the operations in East, Central and West Africa.

VALUABLE DECORATION.—The Shah of Persia has bestowed upon Emperor William a decoration of the highest Persian order. The insignia presented to the Emperor is set with diamonds which are valued at \$2,000 marks.

BAKMAIDS.—A memorial by six Calcutta hotel proprietors has been sent to the Viceroy contending the prohibition of barmaids is ill-advised, is causing heavy financial loss and asking for the repeal of the government notification.

POLICE WHISTLES sounded in the vicinity of the New Victoria Hotel last evening, and bar boys were having a lively time for a drunken sailor was loose. He was promptly ejected from the premises and wondered away to disturb other folk.

THE "G. O. M."—Members of the National Liberal Club met on 4th inst. and drank to the "glorious pious and immortal memory" of William Ewart Gladstone. The occasion was the third annual Gladstone memorial dinner, at which Lord Carrington presided.

LI HUNG-CHANG'S BIOGRAPHY.—Sir Chih Chen Lo-feng-lu, the retiring Chinese Minister, will probably help to prepare the biography of Li Hung-chang. The Minister was for years associated with the late Chinese statesman, and accompanied him as secretary and interpreter during his European tour.

THE SIXTH INSTALMENT OF THE CHINESE INDEMNITY was paid over on the 30th June by the Tao-ai to the Foreign Indemnity Commissioners—18 lakhs of taels. The Viceroy Liu ordered the Taotai to pay it on a silver basis, but Wang Wenshao and his other officials in Peking have agreed to the Powers' demand that the indemnity be paid on a gold basis.

THE LEVEE.—H. E. the Officer Administering the Government has been pleased to direct that members of the public, who are desirous of witnessing the presentation of addresses at Government House, to-morrow may be present at 4.30 p.m. Heads of Government, Naval and Military Departments and members of the Coronation Committee, with their wives, are invited to be in attendance at 4.15 p.m.

A HUGE PONTOON.—The largest floating dock ever built has just left Shields Harbour for Bermuda. The *Newcastle Chronicle* states that it is 545ft long, and its lifting capacity 15,000 tons, but by using the shallow pound this can be increased to 17,000 tons. The iron walls are of sufficient height to allow of a vessel drawing 32ft to be taken on the keel blocks. This new dock will take the place of the old floating dock which has been stationed at Bermuda for the past 30 years.

ANONYMOUS PLACARDS.—It is reported from Hangchow that the Governor there has recently received information from the British Consul General of Shanghai to the effect that anonymous placards have been posted in that city by the malcontents and that, unless due precaution be taken, it is to be feared that disturbances may arise. The Governor is also requested to give substantial protection to all the foreigners resident at that port as well as to their property and churches.

AGROUND IN THE HARBOUR.—It is a rare occurrence for vessels to run aground in Hongkong harbour, so suited to navigation that many Captains do not require pilots. The N.Y.K.s. *Tama-maru*, however, stuck in the sand about 200 yards from the Howlown Pier shortly before noon yesterday. She was bound for Japan and luckily no damage was sustained. She got off with the rising tide after some three hours delay. At the time of the accident there was a strong current running.

BY KIND PERMISSION of Lieut.-Col. Baillie and Officers the Band of the 2nd Bombay Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 to 9.30 p.m.

"PROGRAMME."

March "Scouts out" "Tunisie" "Vala" "Toreador" "Royale" Selections "San Tan" "Jones Polka" "The deep blue sea" (Piccolo solo). Duet Selections "Reminiscences of Scotland" "Godiva" Galop "Viva" "Zivoli" "God save the King" "God save the Queen"

THE WELCOME TO COLONIALS.—The message of the Duke of Connaught welcoming the Colonials has been translated into ten languages and was read on parade at Alexandria Park.

THE TAXES IN CANTON have been further increased on the grounds that the war indemnity has to be paid. They are reported to be exorbitant and have caused a considerable grumbling from an oppressed people.

MINERS STRIKE IN UNITED STATES.—Owing to strikes at American coal mines the United States Government are buying up Cariboo coal. The strikers are using dynamite in their operations. So far five miners have been killed.

THE TIENTSIN CHINKiang RAILWAY.—It is reported on what seems to be reliable authority, says the *Shanghai Times*, that the construction of the Tientsin-Chinkiang railway will shortly be commenced. The German syndicate who obtained the concession for the work, have a corps of surveyors engaged upon the route. The Tientsin terminus will be near the south gate of the City.

THE KING'S IMPROVEMENTS.—It is estimated that it will cost at least half a million taels to reorganise the police and repair the road in Peking. Prince Su, the Commissioner submitted a memorial to the Throne suggesting the sources whence this money might be drawn. The Board of Revenue was at first ordered to advance the sum named, but owing to other calls on its resources it finds it hard to obey these instructions.

A RUMOUR.—We understand that the Chinese owned steamer *Hongkong*, trading here and Canton has been purchased by a firm in the City of Rams. She will therefore fly a French flag in future for so doing

she has more facilities for landing and loading cargoes without any restrictions from I.M.C.

Such a privilege has never been enjoyed by any other nation. Although we cannot vouch for the veracity of this statement, we give the rumour for what it is worth.

TO MEET OBLIGATIONS.—The Board of Revenue has telegraphed to all the Provincial authorities to the effect that the interest on the English and German loans will become due during the current Chinese month. Governors and other high officials in the Provinces are required to give their earliest and best attention to the matter so that the national credit may not be so suffer. Customs taiks throughout the Empire are required to take whatever action may be necessary in the matter.

FATAL BOAT ACCIDENT.—Yesterday afternoon while a pulaway-boat was conveying some coolies across the harbour an accident occurred with fatal results. It appears that two of the crew were rowing when the string attached to the oar and rowlock gave way precipitating the men into the water. Although every effort was made to rescue them they were drowned. To-day one of the bodies was recovered at Praya East, the spot where the accident took place, but the other is still missing.

AN EARLY CALLER.—Shortly before five o'clock this morning a member of the light infantry visited the house of Mrs. Walling's boarding establishment in Zetland Street for the purpose of acquiring possession of that which did not belong to him. He had got a quantity of goods together, but in his haste awoke a house boy who apprised the inhabitants of the rude intrusion with the result that the stillness of the morning was interrupted by the blowing of police whistles and the scamper of many feet. Whether the man was run to earth or not has not transpired.

THE GRAND SECRETARIAT.—The *Shanghai Times* says that the Grand Secretariat was at one time the Privy Council of the Empire, but many years ago it was displaced by the Grand Council, which has ever since had control of all the most important affairs of Government, while the functions of the Secretariat have become merely nominal, and of no significance whatever. Notwithstanding this decline of influence, however, to belong to the Secretariat is one of the highest honours that can fall to the lot of a native of this country, as its members bear the much-coveted title of Chung-tung. A certain prominent Censor, however, has lately recommended the abolition of this ancient department, arguing that as it has practically been supplanted by the Chung-chu (Grand Council) it has become absolutely unnecessary to the Government. It is reported that the Emperor and Empress Dowager are inclined to consider the recommendation favourably.

THE NEW TREATIES.—A native contemporary points out that the first Treaty between the United States and China was concluded

during the reign of the Emperor Tao Kuang, and contained nearly thirty articles, says the *Shanghai Times*. It was revised in the sixth and sixteenth years of Kwang-hsu, but in spite of the efforts to bring it up to date there can be

no doubt that many of its articles are inapplicable to present day requirements. The relations between China and foreign states have

undergone an immense change since the date of the last revision. The United States, with a view to remedy this state of affairs, has appointed Mr. Conger, Mr. Goodnow and Mr. Seaman as special commissioners for drafting, in conjunction with the Commissioners appointed by China, a new treaty more applicable to present day conditions than the existing one. The first conference of the Commissioners was held on Friday at the Bureau of Foreign Affairs, Peking. Well Road, when the clauses which in future are to govern inland navigation, mining matters, patent rights, etc., were the chief subjects discussed. The American Commissioners demanding concessions similar to those exacted by Sir James Mackay under the provisions of the new British Treaty.

THE PLAGUE RETURN (or the twenty-four hours ended at noon to-day) shows six fatal cases.

RUSSIAN TRICKS.—According to the *Universal Gazette* although the Russian General at Tientsin has done far as much as all the other Generals in imposing unpleasant conditions on the Chinese for the restoration of Tientsin, yet the Russians have just informed the Chinese Government that they have now decided not to have any more to do with the Provisional Government and will evacuate Tientsin at once. But this is really a cunning trick, for the Russians withdraw their troops to Manchuria in order to strengthen their position there, and yet they want the Chinese Government to feel grateful to them for doing this.

THE NEW LINER FOR HONGKONG.

THE S.S. "NAM SANG."

The latest pattern of shipbuilding from home arrived in the Colony but a few days ago. She bears the name of *Nam Sang* and belongs to the Indo-China Steam Navigation Company, for which Messrs. Jardine Matheson & Co. are the agents. She is a screw steamer of some 4,034 tons with a carrying capacity of 6,011 tons deadweight. The London and Glasgow Shipbuilding and Engineering Company handed her over to the Indo-China Company at the end of March, and on her trial trip she averaged 13.95 knots. This however, I greatly under-estimates the speed which is expected to be got out of her as at the time of trial the vessel was light and the screw only half immersed. She is built of steel, and measures 370 ft. by over 47 ft. extreme breadth, and is fitted with all the latest appliances. Her cargo working gear deserves special praise. It consists of four newest pattern jib cranes, guaranteed to lift three tons, four winches, and an abundance of derricks. The cranes and winches are made by Messrs. Clark, Chapman and Company. Her saloon is prettily fitted up with bird's eye maple panels and the lower-work is of mahogany. Accommodation is provided for 16 first-class passengers in airy cabins opening out on to the hurricane deck. Provision is also made for 20 first class Chinese, on the spar deck amidships, which is constructed with port and starboard alleys, connecting the forward and after well decks. There is also accommodation under the poop for about 30 second class deck passengers. The main deck, under hatches, is spacious, electrically lit and provided with the usual round po'sts letting in an abundance of light and air. The engines are triple expansion, of 400 nominal horse power, and the three main boilers are of Marinet type. She is also provided with Howden forced draught, blue Dalglo's furnaces, and a double wire system dynamo. She is commanded by Captain George Payne, who has been many years on the China coast, and is well known and very popular in Hongkong. He will be proud of his ship, to which he was specially appointed, and we hope and expect that he will beat any records and raise the speed average between Hongkong and Calcutta.

INDEPENDENCE DAY.

LOCAL CELEBRATIONS.

To-day is "Independence Day" and as such is being celebrated by the United States community in "real good" style. The national flag is to be seen hanging out of windows and on pavilions in various parts of the city. Mr. Rublee, the United States' Consul, and Mrs. Rublee, Mr. J. W. Bolles, of the Standard Oil Company, and Dr. Noble, held receptions during the day. Captain Gilmore of the U.S.S. *Monadnock* is keeping an open ship. Americans have all day been in great evidence in the Colony and many are to be seen wearing ties and handkerchiefs of stars and stripes, or eagle buttonholes. One crowd of "Yanks" walked through the streets singing and carrying a large American flag, while others discharged cracklers in different parts of the Colony and even in the dining room of the Hongkong Hotel. The small community have been trying to convey to us an idea of how they do it in the States, where every doorpost is decorated with flags, and every citizen is proud of the event. Besides the *Monadnock*, the British warships in port, all dressed ship with the American flag at the main, and many merchant ships displayed bunting while not a few "wind-jammers" looked spruce for the occasion. All warships fired a noon gun to congratulate our Western Cousins on the greatest event in their history—the day when a Colony cut from its "mother's apron strings" and declared itself under the "Stars and Stripes."

NOTES FROM KWANGSI.

A SEVERE VISITATION OF PLAGUE.

Lung Chow, a town on the side of Kwangsi province bordering on Indo-China, has been visited by a very severe epidemic of plague. The death-rate is reported to be enormous, but statistics are not to hand. The Lung Chow townsfolk have come to regard this year, the 28th year of Kwangsi, as so unlucky, that on the 1st of the fifth moon (June 6th) they altered their calendar and made it the 1st of the 1st moon in the 20th year of Kwangsi. Another report

TELEGRAMS.

(REUTER'S)

THE KING'S PROGRESS.

LONDON, July 2d.
The bulletin issued at ten this morning says that His Majesty has passed another excellent night, and that he is making steady progress in all respects. The wound is much less troublesome.

LATER.

SOUTH AFRICA.

THE RETURN OF TROOPS.

Of 202,000 British troops in South Africa at the conclusion of hostilities, 70,000 are due to be brought home. To convey these troops, 30 transports providing accommodation for 40,000 men will shortly be engaged, and in addition 2,500 men will be conveyed weekly as passengers in the ordinary liners.

THE NEW DUTCH CABLE.

The First Dutch Chamber has adopted the bill ratifying the Dutch-German Cable Convention.

THE NEW DUTCH STEAMSHIP SERVICE.

The First Dutch Chamber has also adopted the bill subsidizing a steamship service between Java, China, and Japan.

AN ANGLO-FRENCH MINING CONCESSION.

An Anglo-French Syndicate has secured a Mining Concession in Yunnan covering a period of sixty years, and comprising eighty-five mines.

THE KING'S PROGRESS.

This evening's bulletin says that the same steady progress in His Majesty's condition is maintained.

The local pain is less, and the days are passed in greater comfort. The wound is beginning to heal.

(Shanghai Mercury.)

The Interpol Sports at Kobe.

KOBE, June 28th.
The fours was won by Kobe, Yokohama second, Shanghai third.

THE PAIRS.

Kobe won the Pairs, Shanghai second, Yokohama was scratched.

DOUBLE SCULLS.

In the first heat Shanghai defeated Kobe. In the final heat Shanghai defeated Yokohama.

SINGLE SCULLS.

In the single scull race Shanghai defeated Kobe easily. Yokohama did not race.

BOATS AND TENNIS.

In the contests at boats, and the double and single tennis matches, Shanghai defeated Kobe.

PINGPONG.

The ping-pong match was not finished.

AMERICA AND THE VATICAN.

LONDON, June 29th.
The negotiations between the United States Government and the Vatican on Ecclesiastical Affairs in the Philippines are not proceeding satisfactorily. The Vatican's demands are regarded as impossible.

THE CONSULS AND THE COUNCIL.

JURISDICTION QUESTION SETTLED.

PEKING, June 24th.

The Diplomatic Body have practically agreed to the proposals made by the Shanghai Consuls with reference to the jurisdiction of the International and French Mixed Courts, and the decision will probably be wired to you by the time you get this.

1.—That all civil cases be tried in the Mixed Court of the Settlement in which the residence of the defendant is situated.

2.—That Police and Municipal offences be tried in the Mixed Court of the Settlement in which the offence is committed.

3.—That civil and criminal cases in which foreigners are concerned will be tried in the International Mixed Court in those cases in which the foreigners concerned are other than French, and in the French Mixed Court when the foreigners concerned are French, irrespective of the place of residence of the Chinese concerned. The warrants of either Mixed Court will be executed in the other settlement after being issued, in the case of French warrants in the International Settlement by the Senior Consul, and in the case of International warrants in the French Concession by the French Consul-General. No preliminary hearing will be held in either Mixed Court of extradition cases to the other Mixed Court.

THE TELEGRAM.

* The proposals regarding powers of the French and International Mixed Court have now been approved by the Diplomatic Corps at Peking. The Taotai of Shanghai having agreed to the proposals the matter has now been declared officially authorised and the Municipal Council was to be notified of the fact to-day.—German Telegram.

(Mercury-Times.)

THE ILLNESS OF THE KING.

THE ASPECT OF THE STREETS.

THE NAVAL REVIEW.

LONDON, June 29th.
A hopeful feeling is taking the place of the prevailing despondency with regard to His Majesty King Edward's condition. The street decorations have mostly been removed, but the

illumination devices have been allowed to stand evidently in the expectation of celebrating his Majesty's recovery. The Naval Review may possibly be held next week although most of the Foreign warships which should have participated in it have gone. Ideal summer weather prevails.

ANXIETY IN SHIPPING CIRCLES.

LONDON, 28th June.
Great anxiety is felt in shipping circles regarding the re-transportation of the large foreign element in London to their respective homelands. The fact that the majority travelled on round-trip tickets places the steamship companies in a rather awkward position, especially as a great majority of the visitors are people of moderate means, and can ill afford the stay enforced upon them by the unfortunate illness of His Majesty King Edward.

THE SETTLEMENT OF THE NEW COLONIES.

LONDON, June 29th.
A Bloemfontein telegram states that settlers are taking up land in the new South African Colonies. Government hopes to create a great agricultural industry in the Orange River Colony.

(North China Daily News.)

THE BANK OF JAPAN.

TOKIO, 28th June.
The Bank of Japan has reduced the rate of interest from 8 to 7.5 per cent. The Bank's gold reserve shows sixteen million yen more than for the corresponding period of last year.

A DREAD VISITOR.

Cholera has appeared in Tokio.

(Der Ostasiatische Lloyd.)

THE TRIPLE ALLIANCE.

BERLIN, 28th June.
The Triple Alliance convention has been signed in unchanged form at Berlin by von Bülow, Szegevity and Lanza.

FRENCH AND INTERNATIONAL MIXED COURTS.

The proposals regarding the powers of the French and International Mixed Courts have now been approved by the Diplomatic Corps at Peking. The Taotai of Shanghai having agreed to the proposals the matter has now been declared officially authorised, and the Municipal Council was to be notified of the fact to-day.

(Echo de Chine.)

INDO-CHINA.

M. Doumergue has made a comprehensive statement of the administrative, financial, and economical situation of Indo-China. The next Cabinet meeting will occupy itself with the choice of a new governor for Indo-China.

HUMBERT-CRAWFORD AFFAIR.

At the end of an interpellation in the Chamber of Députés with regard to the Humbert affair, a vote of confidence was passed by 393 votes against 74 that the Government will proceed energetically against all guilty persons and will allow the matter to take its proper judicial course.

IN THE DOCK.

AT THE MAGISTRACY.

JULY 4TH.

ABSENT FROM THE HOUSE OF DEPUTIES.

Allan Gardner, a vagrant, was sent to prison for fourteen days' hard labour. It appears that permission was granted him by the Gaol authorities to go and look for a job, but instead of returning in the afternoon he abused the privilege and stayed out altogether.

* * *

DANGEROUS GOODS.

Fifty dollars or two months, was the sentence passed by Mr. Hazelton upon a farmer of Shaukiwan, for having in his possession 30 dynamite cartridges without a label attached thereto, marked with the word "Dangerous."

* * *

TIRED OF LIFE.

A Chinese lad, of 19 summers, was bound over in the sum of one hundred mexicanos to come up for sentence when called upon for attempting to commit suicide at Kowloon on the Coronation Day. Mr. Hazelton recommended him to see the Protector of Chinese, who would give him a job.

* * *

THEFT OF A CHAIN.

A mafou of Kennedy's Repository at Causeway Bay was charged by a European Assistant with stealing a silver chain about five or six months ago. The defendant said he picked up a pawn ticket and enquired whose property it was. Another mafou said it was his, and told him if he wished to redeem it he could do so. He went to a shop in Irving Street and redeemed the chain and had worn it ever since. Mr. Hazelton dismissed the case, but called the pawn-broker forward and reprimanded him for giving the police a lot of trouble in denying at first that the chain was not pawned at his shop and then saying it was. He must be more careful in future.

* * *

DISOBEDIENT BOATSWMAN.

James Owen, boatswain of the sailing ship *Dynamene*, was charged by Capt. Snoddon with refusing to obey his lawful orders on board on the 3rd inst. in the Victoria Harbour. Mr. Hazelton enquired when the ship was leaving. The prosecutor replied in nine days' time, and said he did not press the charge, and was willing to take the man back if he would keep away from liquor. His Worship said he would send the defendant to gaol for seven days for being disobedient, and if he deserted the ship when he left prison the Captain could prosecute him again.

* * *

THE TELEGRAM.

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ASSAULTING A RICKSHA DRIVER.

Thos. Black, P.C. of the Naval Yard, was charged by a ricksha-coolie with assaulting him on the 3rd inst. at the Clock Tower. The prosecutor said he was requested by the constable to drive him from Gough Street steps to the Hongkong Hotel. When the journey was completed defendant requested him to go to Blue Buildings, and at the same time struck him on the head with a stick causing it to bleed. He called a constable and gave the man in charge. Mr. Kemp fined him \$7 or 14 days, and \$1 compensation.

THE LICENSING OF PILOTS AT HONGKONG.

The Secretary of the Hongkong Chamber of Commerce forwards us the following letter which he has received:

Hongkong, 10th June, 1902.

Sir,—As requested by the Committee of the General Chamber of Commerce we have considered the question of licensing the pilots at this port and in this connection have had before us the following letters:

Hongkong and Kowloon Wharf Co. to Chamber of Commerce dated 2nd May.

Chamber of Commerce to the Honble. The Colonial Secretary dated 9th May.

The Honble. The Colonial Secretary to Chamber of Commerce dated 15th May.

We now beg to place before the Committee our views on this subject.

2. A considerable demand exists and has existed for years for pilots at this port, more particularly for the purpose of berthing steamers at the wharves of the Hongkong and Kowloon Wharf and Godown Co.

3. Up to the present this work has been carried on by Chinese who in the past were all or nearly all well known men possessed of the requisite knowledge and capable of handling the class of vessels then visiting the port.

4. While all vessels do not make use of Chinese pilots, many Commanders find it an advantage to have a man on board with local knowledge as to the state of the tides, currents and the position of the various ships in harbour.

5. With the increasing number and size of the vessels now visiting Hongkong there is a corresponding increase in the need for a sufficient number of qualified men to act as Pilots.

6. The older class of Chinese pilots are through pro-gression of time disappearing and their place is being taken by men not possessing the requisite knowledge for the work now demanded of them.

7. A few of the Shipping Companies are able to employ suitable men; but many Commanders are obliged on arrival at the entrance of harbour to take the first man who boards his ship without having any means of knowing whether he is capable of handling the vessel properly.

8. The risk of loss of life and property which may result from the improper handling of a vessel is too well understood to require discussion. We are strongly of the opinion which has already been expressed by the General Committee of the Chamber of Commerce that the time has now arrived when the pilots in this port should be put under proper Government Control as has already been done in the case of Masters and Engineers of steam launches.

9. We do not propose that pilotage should be compulsory but our suggestion is that no one, native or foreigner, should be allowed to act as a pilot inside Hongkong waters for any vessel (other than native sailing craft) unless he holds a certificate of competency from the Harbour Master.

10. The certificate to be issued yearly, to bear the photograph of the holder, with other necessary information. The certificate to be produced when asked for on boarding a vessel.

11. We would suggest that the fee for certificate should be a nominal one, say \$20 for first certificate and \$5 for annual renewal.

12. No limit to be placed on the number of licences issued. The question of limiting licences and forming the pilots into a regular associated body can be considered at a later day if found desirable.

13. As Master of vessels visiting this port have hitherto engaged unlicensed pilots we would suggest that should it be decided in future to issue licences to pilots a notice to this effect be inserted in the Harbour Regulations for the information of the Masters of vessels.

14. In the event of any complaint being made against a certificated pilot the Harbour Master to hold an enquiry into the matter and to have the power to punish the pilot if found guilty of the charge brought against him.

15. The complaints which should be investigated to be those of carelessness, or incompetency in navigation, insolence to the officers of the ship or officers of the Harbour Department, drunkenness or any other acts of misconduct which may militate against the efficient carrying out of a pilot's duties.

16. The persons who will have the power to report any great military movement on the part of the Chinese will be the Admiralty and the War Office.

The Officers of the Harbour Department and/or Water Police.

The Master or owners of any other vessel or any person whose property may have been injured (or even jeopardized) through the action of the pilot.

17. The Harbour Master should have the power to punish a pilot found guilty of misconduct or improper navigation by the infliction of fines or by the temporary suspension or cancellation of his certificate.

18. A pilot whose certificate is absolutely cancelled should not on any further occasion obtain another certificate.

The weather at the moment is good and it keeps like this for another three days every thing will be a success.

IN MAKING THESE SUGGESTIONS IT IS NOT INTENDED THAT THE COLONIAL GOVERNMENT IN ANY WAY ACCEPT ANY RESPONSIBILITY IN ISSUING CERTIFICATES. THE EXAMINATION AND CONTROL OF THE PILOTS TO BE MERELY AN EXECUTIVE FUNCTION SUCH AS IS CARRIED OUT IN GREAT BRITAIN BY THE BOARD OF TRADE OR THE TRINITY HOUSE.

WE HAVE THE HONOUR TO BE, SIR,

Your obedient servants,

(Sd.) E. A. Hewett.

(Sd.) A. Haupt.

(Sd.) W. Poate.

To: A. R. Love, Esq., Secretary, Hongkong General Chamber of Commerce.

THE CHINESE INDEMNITY.

The Investors' Review says: Silver has fallen about 20 per cent. since the end of 1900, and the probability is that the lowest price has not yet been reached. Nevertheless, the cruel indemnity exacted from China by the Powers who went to war with its Government and committed many unatoned-for atrocities during the summer and autumn of 1900 is to be made good in gold. It was unanimously decided the other day by the Hanlers' Commission to inform the Taotai of Shanghai that the argument which sought to base the indemnity on silver payments instead of gold is untenable, and Sir Robert Hart has expressed his concurrence in this opinion. Therefore 20 per cent. has now been added to the amount originally exacted by the Powers, to the great increase of China's miseries. Surely this is.

A SHORT-SIGHTED RAPACITY.

a policy of Shylock, hat holders of the Chinese loans in existence before the war occurred ought to protest against with the utmost zeal their own interests could inspire. We have from the first regarded this horrible fine upon the Chinese, most of whom were perfectly innocent of the Pekin disturbances and massacres, as a far more dangerous enemy to China's security holders than the worst imaginable outbreak within the country. Before that indemnity was imposed, in spite of the troubles afflicting many parts of the empire, and the hostility displayed towards the Imperial household and the Manchus

Shipping—Steamers.**CHINA NAVIGATION COMPANY, LIMITED.**

FOR

	STEAMERS.	TO SAIL.
SHANGHAI	"WEHPOO"	5th July.
TIENTSIN	"	8th July.
MANILA	"WHEIYANG"	12th July.
NINGPO and SHANGHAI	"SUNGKIANG"	12th July.
CEBU and ILOILO	"SHANSHI"	12th July.
TIENTSIN	"KAIFONG"	18th July.
KOBE and YOKOHAMA	"NANGANG"	22nd July.
POR DARWIN THURSDAY IS.	"TSIAN"	26th July.
CITY, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE & ADELAIDE	"TAIYUAN"	26th July.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for New Zealand Ports.

Loading at Quarry Bay.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.**OCEAN STEAMSHIP COMPANY. OUTWARDS.**

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"ULYSSES"	5th July, 1902.
"	"TELEMACHUS"	12th "
"	"TYDEUS"	17th "
"	"PYREUS"	25th "
"	"ANTENOR"	31st "
"	"DARDANUS"	8th Aug., "

HOMEWARDS.

FOR LONDON	DUE.
"ALOINGUS"	10th July, 1902.
"SARPEDON"	22nd "
"ULYSSES"	5th Aug., "
"TELEMACHUS" (FOR LONDON and ANTWERP)	19th "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES)	13th July, 1902.
"IDIOMEENEUS"	20th Aug., "
"TYDEUS"	For Freight, apply to

BUTTERFIELD & SWIRE,
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Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships

"INDRAVELLI," "INDRAPURA,"

and

"INDRASAMHA,"

between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

"INDRAVELLI" July 14.

"INDRAPURA" Aug. 14.

"INDRASAMHA" Sept. 13.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.**PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.**

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 6th July.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 9th July.
FOR TAMSUI	"DAIGI MARU"	T. Kiano	SUNDAY, 13th July.
FOR FOOCHOW	"ANPING MARU"	K. Sudzuki	WEDNESDAY, 16th July.

* VIA SWATOW and AMOV.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamshui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further Information, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

[1379c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANIA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched as above on MONDAY, the 7th instant, at 4:30 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHEWS & CO.,

General Managers.

Hongkong, 2nd July, 1902.

[701d]

TOYO KISEN KAISHA,
(ORIENTAL S.S. CO.)**REGULAR SERVICE BETWEEN HONGKONG AND MANILA.**

THE Company's well-known Steamship

"ROSETTA MARU,"

3,876 Tons,

Captain Tate, will be despatched hence for MANILA, on SATURDAY, the 12th instant, at Noon.

Magnificent accommodation. Comfortable cabin. Excellent table. Unrivalled speed.

Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Princes Building,

Ice House Street,

Hongkong, and July, 1902.

[717d]

SHEWAN TOMES & CO'S NEW YORK LINE.

THE Steamship

"ASAMA"

Captain F. F. Bentwell, will be despatched forths above Port, on or about the 15th August.

For Freight, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 30th June, 1902.

[684d]

Shipping—Steamers.**CHINA NAVIGATION COMPANY, LIMITED.**

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HOMEWARDS.

FOR LONDON	DUE.
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Post Office.

A Mail will close:

For Canton—Per *Hankow*, to-morrow, the 5th instant, at 7.30 A.M.
For Thursday Island, Townsville, Brisbane, Sydney, and Melbourne—Per *Kumano Maru*, to-morrow, the 5th instant, at 10 A.M.
For Bangkok—Per *Sophie Rickmers*, to-morrow, the 5th instant, at 10 A.M.
For Moji—Per *Kathlida Maru*, to-morrow, the 5th instant, at 10 A.M.
For Bangkok—Per *Kong Bang*, to-morrow, the 5th instant, at 10 A.M.
For Bangkok—Per *Phra Nang*, to-morrow, the 5th instant, at 10 A.M.
For Europe, &c., India, via Tuticorin—Per *Parramatta*, to-morrow, the 5th instant, at 11 A.M.

For Macao—Per *Hetsinghan*, to-morrow, the 5th instant, at 2.15 P.M.For Shanghai—Per *Felching*, to-morrow, the 5th instant, at 3 P.M.For Samarang—Per *Simongan*, to-morrow, the 5th instant, at 5 P.M.For Swatow, Amoy and Tamsui—Per *Daijin Maru*, to-morrow, the 5th instant, at 5 P.M.For Manila—Per *Loongkong*, on Monday, the 7th instant, at 1.30 P.M.For Tientsin—Per *Kwei-yang*, on Tuesday, the 8th instant, at 4 P.M.For Manila—Per *Perla*, on Wednesday, the 9th instant, at 3 P.M.For Europe, &c., India, via Tuticorin—Per *Prinz Heinrich*, on Thursday, the 10th inst., at 10.45 A.M.For Singapore—Per *Shanghai*, on Friday, the 11th instant, at 11 A.M.For Singapore, Penang and Bombay—Per *Hisago*, on Friday, the 11th instant, at 11 A.M.For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Glenloge*, on Saturday, the 12th instant, at 11 A.M.For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, on Saturday, the 12th instant, at 11 A.M.For Ningpo and Shanghai—Per *Shansi*, on Saturday, the 12th instant, at 4 P.M.For Europe, &c., India, via Tuticorin—Per *Ernest Simon*, on Monday, the 14th inst., at 11 A.M.For Manila—Per *Sungkian*, on Tuesday, the 15th instant, at 4 P.M.For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, (B.C.) and Vancouver—Per *Athenian*, on Saturday, the 26th instant, at 11 A.M.For Kobe and Yokohama—Per *Tsinan*, on Saturday, the 26th instant, at 4 P.M.

VESSELS IN PORT.

Steamers.

ARNOLD LUVKEN, German steamer, 1,075 G. T., Pansy, 1st July—Saigon 27th June, Rice and Flour—E. A. Trading Co.

BENGLOE, British steamer, 1,939 G. T., James Potter, 10th June—Singapore 23rd June, General—Gib, Livingston & Co.

CAFE COLONNA, British steamer, 1,783 G. T., Pracot, 19th June—Cardiff 29th April, Coal—Government.

CROWN OF ARRAGON, British steamer, 1,474 G. T., G. Doward, 13th May—Saigon 8th May, General—Gilmor & Co.

DAIJIN MARU, Japanese steamer, 900 G. T., Ogata and 2nd July—Tamsui via Amoy and Swatow 1st July, General—Misui Bussan Kaisha.

DR. HANS JERG KIAER, Norwegian steamer, 601 G. T., E. Larsen, 19th June—Iloilo 14th June, Sugar—Chinese.

ELITA NOSSACK, German steamer, 1,161 G. T., Bruhn, 28th June—Saigon 22d June, Rice and Flour—E. A. Trading Co.

ELSA, German steamer, 1,702 G. T., Schonwandt, 30th July—Hongkong 28th June, Coal—Jensen & Co.

FEICHING, Chinese steamer, 980 G. T., W. Gordon, 3rd July—Singapore 27th June, General—C. M. S. N. Co.

GLENNOLE, British steamer, 2,393 G. T., E. Warner, R.N.R., 25th June—Shanghai 22nd June, General—Doddwell & Co. Ltd.

GLENOVY, British steamer, 3,141 G. T., Forbes Selby, 1st July—London and Singapore 26th June, General—Jardine, Matheson & Co.

GLOUCESTER CITY, British steamer, 1,409 G. T., J. Nilsen, 24th June—Saigon 20th June, Rice and Rice-flour—Doddwell & Co. Ltd.

HANS MENZEL, German steamer, 1,694 G. T., Aver, 27th June—Saigon 23rd June, Rice—E. A. Trading Co.

HEATHBURN, British steamer, 2,740 G. T., Ketley, 30th June—Manila 27th June, Oil—Doddwell & Co. Ltd.

KEONGWAI, German steamer, 1,114 G. T., S. Lau, 29th June—Bangkok 23rd June, Rice and Wood—Butterfield & Swire.

KONG BENG, German steamer, 852 G. T., Ziegenbein, 30th June—Bangkok 24th June, Rice and Teakwood—Butterfield & Swire.

KUMANO MARU, Japanese steamer, 3,147 G. T., W. Haswell, 2nd July—Nagasaki 28th June, General—Nippon Yusen Kaisha.

LENNOX, British steamer, 2,361 G. T., F. Wawn, 2nd July—Singapore 27th June, General—Doddwell & Co. Ltd.

LISA, Swedish steamer, 998 G. T., H. Horndahl, 12th June—Hamburg 11th April, General—Order.

LOOSOK, German steamer, 1,021 G. T., W. Möllermann, 1st July—Bangkok 25th June, Rice and Wood—Butterfield & Swire.

MACHIW, German steamer, 996 G. T., H. Haynes, 2nd July—Bangkok 26th June, Rice—Melchers & Co.

MERCEDES, British steamer, 2,065 G. T., Carter, R.N.R., 3rd June—Wei-hai-wei 26th May, Ballast—Admiralty.

MICHAEL JENSEN, German steamer, 710 G. T., J. Jensen, and July—Haiphong 28th June, and Hoioi 1st July, Rice and General—Jensen & Co.

NAMSANG, British steamer, 1,251 G. T., J. Young, 25th June—Hongkong 22nd June, Coal—Jardine, Matheson & Co.

NESS, British steamer, 1,093 G. T., Peat, 1st July—Moj 23th June, Coal—Mitsubishi Busan Kaisha.

ON SANG, British steamer, 1,787 G. T., J. T. Davies, 24th June—Saigon 20th June, Coal—Jardine, Matheson & Co.

PAKSHAN, British steamer, 1,435 G. T., Reid, 25th May—Saigon 24th May, Rice—Bradley & Co.

PEIANG, British steamer, 1,100 G. T., F. Prynne, 26th June—Shanghai 22nd June, Ballast—Chan Ahon.

PHRA NANG, German steamer, 1,021 G. T., F. van Mangelsdorf, 28th June—Bangkok 21st June, Rice—Butterfield & Swire.

SAGA, Norwegian steamer, 699 G. T., Nalug and July—Bangkok 24th June, Rice—Kin Tye Lung.

SEIRSTAD, Norwegian steamer, 617 G. T., Lorenzen, 28th June—Bangkok 20th June, Rice—Chinese.

SHAKANO MARU, Japanese steamer, 2,220 G. T., Fujii, 1st July—Moj 14th June, Coal—Doddwell & Co. Ltd.

SHIMOSA, British steamer, 2,090 G. T., E. Chaplin, and July—Amoy 1st July, Tea and General—Doddwell & Co. Ltd.

SLEIPNER, Norwegian steamer, 860 G. T., Redsch, 27th June—Iloilo 21st June, Sugar—Seng Kee & Co.

SOPHIE RICKMERS, German steamer, 2,265 G. T., Pipe, 20th June—Mororan 22nd June, Anchored, Karberg & Co.

SOUTHLANDS, British steamer, 1,021 G. T., Coward, 23rd June—Cardiff 7th May, Coal—British Navy.

SUNGKIAN, British steamer, 1,021 G. T., A. W. Outerbridge, 24th June—Manila 21st June, General—Butterfield & Swire.

TELEMACHUS, British steamer, 1,140 G. T., Williamson, 28th June—Saigon 24th June, Rice—Nam Wu & Co.

THEMIS, Norwegian steamer, 1,229 G. T., Thamasen, 25th June—Saigon 20th June, Rice—Carlucci & Co.

YEDO MARU, Japanese steamer, 1,069 G. T., Samuri, 3rd July—Canton 3rd July, General—Lun On & Co.

Sailing Vessels.

ADOLPH OHRIG, American barque, 1,106 G. T., Amesbury, 30th May—New York 16th Jan., Petroleum—Meyer & Co.

ASTORIA, British ship, 2,587 G. T., Ewart, 14th May—New York 7th Mar., Case Oil—Standard Oil Co.

BELFAST, British barque, 1,810 G. T., Joseph E. Davies, 11th June—Cardiff (England) 31st Jan., Patent Fuel—Government.

COMET, British sailing-vessel, 3,000 G. T., W. G. Davis, 28th April—Kobe 11th April, Ballast—Standard Oil Co.

DYNOMENE, British ship, 1,800 G. T., John Snodden, 10th June—Cardiff 6th Jan., Patent Fuel—Naval Store Officer.

EVIE J. RAY, American ship, 826 G. T., Kastor, 25th June—Rajang 11th June, Timber—Well & Co. Ltd.

FORFAIRSHIRE, British barque, 1,290 G. T., Purdy, 28th April—Geraldton (West Australia) 20th Feb., Sandalwood—Jardine, Matheson & Co.

FORREST HALI, British ship, 1,999 G. T., Logan, 28th May—New York 6th Jan., Case Oil—Standard Oil Co.

GROSVENOR, British barque, 516 G. T., Boga, 14th June—Mauritius 16th January, Sugar—Abdo & Co.

KRIEMHILD, Norwegian ship, 995 G. T., Iversen, 12th July—Carnavon, (W.A.) 10th May, Sandal Wood—Sander, Wieler & Co.

LEICESTER CASTLE, British ship, 2,009 G. T., Peatlie, 4th Mar.—New York 31st Sept., Case Oil—Standard Oil Co.

LYDERA HORN, British barque, 2,868 G. T., Williams, 23rd June—Cardiff 12th Feb., Patent Fuel—Government.

QUANA, German barque, 216 G. T., Tabake, 27th June—Yap 19th June, Copra—Siemens & Co.

VALE OF DOON, British barque, 659 G. T., Peter sen, 1st July—Rajang (Horne) 16th June, Timber—Sander, Wieler & Co.

EXCHANGE.

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July 4th.